

Mails

10. Hongkong, 22nd December, 1885. Agents.



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THE HONGKONG DISPENSARY,
Hongkong, 19th December, 1888.

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Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

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The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.
The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.
Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.
BIRTH.
At No. 143, Wanchai, on the 27th inst. Mrs. M. S. COHEN, of a son. [1339]

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 28, 1888.

In the "China Mail" of Saturday last we find the following from the pen of "Brownie":

"That the Executive has acted most unwisely and I think wrongfully in granting a Passenger Certificate to a craft like the *Paig*, and in so doing the authorities have not appeared to advantage by taking shelter behind a form of words."

"That I am told by authorities that the *Paig* is a worn-out, patched-up craft, with a honey-combed bulk-head and defects concealed by cement, so that it is devotedly to be hoped she will not meet with any serious accident."

"That the worst description of accidents on the river occur in vessels of this class, although the Executive do not seem to remember it."

"That the Government should make strict regulations prohibiting their servants from supplying plans and drawings of work which they are afterwards to sit in judgment upon; or, if such regulations exist, they ought to be strictly enforced."

"That, as has been forcibly pointed out before, salaried servants of Government, with a pension in prospect and aided by all their prestige and influence as Government officers, have no right to compete against private individuals who have their living to make and their reputation to uphold."

"That in this Colony, British interests must be considered first, especially in regard to ships and steam-boilers, and the Chinese must be made aware that their notions of safety and efficiency do not come up to the British standard."

"That the Executive, as I have said, have failed, on the occasion under notice, to adopt the best means for attaining this end."

"It would be interesting to know whether in publishing the above extract our contemporary is flagrantly dishonest or merely disgraciously ignorant. In either case, although the stigma might be less in ignorance than in dishonesty, the actual responsibility would be the same. "Brownie" is generally credited with being a person intimately associated with a leading shipping firm in the colony whose interests are supposed to be imperilled by the Chinese-owned steamer *Paig* being permitted to run on the Canton river. Assuming public opinion, to be correct as to this man's identity, and we think there can be but very little doubt on the point, his purpose in obtaining publicity for such a concoction of malicious misrepresentations, which, if uncontradicted are calculated not merely to injure the business of the owner of the steamer named but also to raise doubts as to the honesty of certain Government officers, may be fairly inferred. And, like some of the same writer's past attempts in an almost similar direction, but especially in connection with the affairs of the Hongkong and Whampoa Dock Co., the China Sugar Refining Co., and the Hongkong and Shanghai Banking Corporation, his purpose is a most discreditable one, and we can only marvel that any public newspaper, however insignificant, could lend its assistance to such shady doings."

"It is a matter of public notoriety that a few weeks ago, when the steamer *Paig* was laid up for repairs, the Directors of the Steamboat Co., and Messrs. BUTTERFIELD & SWIRE, agents for the China Navigation Co., jointly forwarded a strongly worded protest to the Government against the

Paig being granted a passenger certificate on the Canton river. This act in itself was uncalled for and unwarranted, unless the protesters were prepared to show that the Marine Surveyor, who is the responsible officer for duly carrying out the provisions of the Merchant Shipping Ordinance as regards the conveyance of passengers, was either incapable of adequately performing his duties, or that he was untrustworthy and had been "got at." But they dared not advance any such allegations; Mr. A. WAGNER's professional ability, like his private character, stands far above suspicion. We believe that the protest was supported—it may possibly have been suggested—by two professional surveyors, the value of whose opinions, in this particular instance at least, may be best gauged by the fact that the Government, after a thorough and independent examination of the matters at issue, declined to accede to the demand of the Companies, and accordingly renewed the *Paig*'s certificate. And now this disinterested (?) scribbler comes to the front under the cloak of a convenient anonymity and throws his contemptible aspersions broadcast. The Government is directly accused of having acted most unwisely and wrongfully in accepting the reports of its own officers; the *Paig* is described as "a worn-out, patched-up craft, with a honey-combed bulk-head and defects concealed by cement," and grave insinuations of malversation of office against Government servants are freely indulged in. It is sincerely to be hoped that the Directors of the Steamboat Company and the Agents of the China Navigation Co. distinctly repudiate the advocacy of the *China Mail*'s own "Brownie!" What does this person's cowardly attack on the Government, the Marine Surveyor, and the owner of the *Paig*, actually amount to? It is nothing but the splenetic raving of a fanatical and short-sighted partisan, who had an axe to grind, and performed the operation very badly. How can the charge against the Government of having acted unwisely and wrongfully be maintained? Surely not on the mere *ipse dixit* and vapid twaddling of a man who has not even the courage to append his name to his strictures! Does "Brownie" really imagine that the members of the Executive Council went on board the *Paig* and made a personal examination of her alleged defects? And if they had done all that what would such examination have been worth? It must be patently to the meanest capacity, even to the substitute that serves as brains for the Editor of the *China Mail* and his excellent colleague "Brownie," that the Executive were bound to act on the reports of the competent and skilled officers appointed to survey the steamer. And in so doing, they did nothing unwisely or wrongfully. For the information of "Brownie" and all others interested we are in a position to state that a most searching survey of the *Paig*, in addition to the Government survey, was made by three of the most competent engineers in this colony—men who, unlike "Brownie," could neither be bought nor sold—and they found the vessel in such sound condition in every respect that without hesitation they would have recommended her to receive not merely a river permit but a sea-going certificate. The bottom of the *Paig* is for all practical purposes just as sound as on the day she was launched at Glasgow twenty-one years ago, she is not in any sense of the term "a worn-out, patched-up craft," her bulk-head is not "honey-combed," nor has she any defects that are concealed by cement. The worst description of accidents on the river occur in vessels of this class, although the Executive do not seem to remember it," asseverates the Saturday evening oracle of the *China Mail*. No, "Brownie," the Executive, not possessing your vivid imagination, could not possibly remember what never occurred. No accident that would not more readily occur on board any one of the Steamboat Co.'s or the China Navigation Co.'s steamers has ever happened in the Canton river to any vessel of the *Paig*'s class; the worst disaster that has ever been recorded there was when the defective boiler of a rattle-trap called the *Yotai* exploded off "The Brothers" and sent from twenty-six to thirty souls into eternity, and "Brownie"—the *Yotai* was not sent to sea by Chinese, but by the Directors of the Company who, with such righteous indignation, protested to the Government against the owner of the *Paig* being permitted to enjoy a share of the Canton river traffic. And furthermore, if either "Brownie" or the newspaper that so complacently acts as his ready tool, have any charges to make against responsible officers of the Government, we think that in common honesty such charges, as well as the names of the accused, should be very plainly stated, in order to be the weapon of the coward, the hired instrument of the unscrupulous, bravo. "Brownie's" case against the Government, the Marine Surveyor, and

the *Paig* has broken down at every point; even unblushing falsehood, backed up by devout cant, failed to set aside the plain unvarnished truth.

TELEGRAMS.

FRANCE.

LONDON, December 26th.
The Chamber of Deputies has approved the vote of credit for military organization.

COLONIAL APPOINTMENTS.

Sir H. A. Blake has been appointed Governor of Jamaica and the Earl of Kinross Governor of South Australia.

PERSIA AND RUSSIA.

LONDON, December 17th.
Persia has assented to the appointment of a Russian Consul at Meshed.

PARLIAMENT.

December 18th.
A debate took place last night in the House of Commons, Mr. Morley urging the Government to stop operations at Sunken and negotiate with the Arab.

Sir James Fergusson regarded the proposal to retire as quite unworthy of the consideration of the House, and said that Osman Digna's letter was probably a ruse, and that to negotiate at present would be futile.
Lord Randolph Churchill supported Mr. Morley.
The House approved the policy of the Government by a majority of eighty-nine.

LOCAL AND GENERAL.

We are informed that the Band will not play in the Gardens on Sunday, the 30th inst.

According to the official return, 91 births and 60 deaths were registered in the town of Nagasaki during November.

MR. H. A. DUNSMORE, United States Minister-Resident and Consul-General at Seoul, arrived at Nagasaki on the 14th inst.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamer *Albany*, from Vancouver, arrived at Yokohama yesterday.

TWENTY more victims arrived to-day, by the *Telemachus*. They were beggled from the Glasgow police, and will bring our European force up to 117, all told.

SIGNOR Chiarini's Circus was again well attended last night, when a really enjoyable programme was put through. The usual performance will take place at nine o'clock to-night.

THE Cricket match, Hongkong Club v. 58th Regiment, will be continued at 11 a.m. to-morrow. By kind permission of Colonel Anderson and the Officers of the 58th Regiment their Band will play during the afternoon.

A CHURCHMAN (Corea) correspondent writes that Mr. Suzuki, Japanese Consul at that port, has been appointed to a similar position in Hongkong vice Mr. Minami, who, it is understood, will represent Japanese interests in Manila.

THE City of London is seriously considering the advisability of dropping, to a great extent, the study of Latin in the public schools, and substituting more modern languages, beginning with extra classes in Spanish and Italian.

MANAGING Mamma (late) arrived at the hotel and not sure of the matrimonial status of her new acquaintance: "Ah, Colonel, how many children have you?" Colonel (a confirmed bachelor): "Well—er—none to speak of."

THE British steamer *Duke of Westminster*, in coming to an anchorage in Nagasaki harbour on the 17th inst. lost one of her anchors in consequence of the chain breaking off short as the anchor was being dropped from the cast-head.

THE Opera Company which is performing in Manila is drawing big houses, we hear. The performances are said to be for the benefit of anything seen in Hongkong, which is not hard to believe. They will stay in Manila some months yet, after which, let us hope, they will give us a turn.

A STOWAWAY named James Smith was brought before Mr. Pollock, this morning, on the extraordinary charge of "surreptitiously concealing himself on the steamship *Fooking* without the consent of the master." He committed the offence at Shanghai. The magistrate remitted the case to the Harbour Master.

THE *al fresco* fete in aid of the Alice Memorial Hospital opened this evening at 5.30. The public attended largely, there being even visitors from Canton, where a sandwichman has been promenadeing the lanes for some days with a placard announcing the festivities. The numerous attractions are announced in another column.

IN calling attention to the Government notification in another column, according to which Artillery practice will take place from Lower Belcher's and Stone-cutters' Island West Batteries to-morrow, the 29th inst., we are requested to state that it would be advisable for occupiers of houses on the line of fire to keep their windows open.

MARSHAL Brazzaine's widow writes to the *Paris Figaro* denying that she left her husband through a disagreement. She states that she was compelled to go to Mexico on family matters, and that she regularly sent Marshal Brazzaine sufficient remittances for all his needs. He did not, says the widow, die in poverty, notwithstanding that his mode of life made him poor, despite his supplies of funds.

ATELEGRAM dated Washington, November 20th, says: "A disagreeable piece of news comes across the water to the effect that the stern of the English gunboat *Snow* has sunk considerably, and that the rear frames show signs of weakness. This sign of structural weakness acquires importance from the fact that the new gunboats *Yorktown*, *Huntington*, and others, recently built for our Navy, are patterned closely upon the English model which now shows signs of failure."

A WRITER in the *Opinion*, a Spanish newspaper published in Manila, advocates the abandonment of the Caroline Islands as useless and costly dependencies of the Spanish Crown. It is said that Spain spends annually \$300,000 for the maintenance of the Carolinas, that Spanish blood has been shed in abundance in those territories, and that up to the present no profit has been reaped. The *Opinion* combats the *Opinion*'s arguments, on the ground that present territorial policy should not be taken as an argument against future contingencies.

A TELEGRAM dated the 6th inst. states that Mr. J. P. D'Erra, has been a lecturer to the office of Sheriff of Calcutta during the coming year.

THE Freemasons of the Colony contemplan giving a ball in the City Hall on the 15th February, under the auspices of the District Grand Lodge of Hongkong and South China. A general committee has been formed of three or more representatives of each Lodge and Chapter, and subscription lists have been issued. Mr. Woolley is the hon. secretary.

THE London telegram of the 15th inst. regarding the alleged capture of Emin Bey and Stanley by the Mahdi appears in our Singapore contemporaries as follows:—"General Grenfell has received a letter from Osman Digma stating that Emin Bey has been delivered into the hands of the Mahdi by his mutinous troops, along with a white traveller believed to be Stanley. General Grenfell credits the report of the capture."

THE Singapore *Free Press* of the 19th inst. says: "No news has been received of the steamer *Ben Hatt Hin*, which cleared here on the 16th of last month for Borneo ports. Rumours have reached us as to her having been on fire and ashore, but as the charterers, Messrs. Behn Meyer & Co., have heard nothing to this effect, it may be possible that the steamer is detained through some break-down in her machinery."

PHIL RAY, the *Gobo*, *Pish Tush*, *Professor*, *Bandit*, &c., &c., who has enlisted the performances of the Opera Company so much during their last visit, is going to take two benefits—to-morrow night and Monday—at the Garrison Theatre. The Lily Minstrels are once more to the fore in the work of benevolence, and if everybody who laughed at Mr. Ray's humbug in the past will "rally round" as the professional phrase runs, a fatal accident will happen to the *beneficent*'s spine, carrying away the dollars.

A LICENSING sessions was held at the Police Court this morning, Mr. Woodhouse and Mr. J. S. Gower sitting. Mr. Hastings applied, on behalf of Adolph Stern, a restaurant keeper in Cochrane Street, for an adjutant license. He urged that Stern kept the house respectably, and that it was desirable the foreign sailors who visited it should be able to obtain a glass of liquor. Mr. Houspold opposed the application on the ground that the locality and class of the house made it inadvisable. It was refused.—A license for the Stag Hotel was granted to John Olsen. He had previously held a license nineteen years.

A REGULAR meeting of Zealand Lodge, No. 525, was held last night, when Bro. A. D. Death was installed as Worshipful Master for the ensuing year. Right Wor. Bro. S. J. Gower, D.D.G.M., assisted by the Grand Lodge officers, performed the ceremony. Bro. Death invested his officers as follows:—J.P.M., Wor. Bro. D. Gilles; S.W., Bro. J. H. J. D.; J.D., Bro. R. C. Gower; Treasurer, Bro. C. J. Gower; Secretary, Bro. J. D. Ball; S.D., Bro. H. Rawlinson; J.D., Bro. C. Anderson; Organist, Bro. A. J. May; D.C., Bro. Lassen; L.G., Bro. J. Kirkwood; Steward, Bro. J. Hutchings; Tyler, Bro. J. Maxwell.

As will be seen by a telegram in another part of this issue, the Secretary of State for the Colonies has found it convenient to give way to the wishes of the Government and people of Queensland with regard to the new Governor for that colony.

Or the death of Sir Anthony Musgrave, Sir H. A. Blake, whose official career in Ireland is sufficiently notorious to make him a person *ingratia* in a colony where the Home Rule element largely preponderates, was appointed as his successor by the Colonial Office. The appointment gave great dissatisfaction throughout Queensland, and as the upshot, Sir Thomas McIlwraith, the Premier, cabled to Lord Knutsford that his nominee was not acceptable to the Colony, and in effect, that the appointment must be cancelled. After the usual bluster the Colonial Office recognised the gravity of the situation, and Sir H. A. Blake has accordingly been removed from the list of candidates, being succeeded with the Earl of Kinross, an impetuous Scotch peer who appears to have had no administrative experience whatever. However, the people of Queensland have established their right to have some say in the appointment of their Governor, and there can be little doubt that this precedent will be worked for all it is worth in future by the Australasian colonies.

THE *Strait Times* of the 17th inst. has the following:—"The French transport *Bienhoa* arrived here yesterday morning and sailed the same afternoon after taking a large quantity of cargo from the Borneo Company Limited. The *Bienhoa* is a French transport, and is a prisoner on board; there are also a considerable number of *deportees* of all ranks, a number of whom will be landed at Obok, while the remainder will be sent to Cayenne. These people are of the same type as the "dacoits" who have given us so much trouble in Burma. The ex-king of Annam is responsible for a plot which was designed to assassinate General de Courcy and his officers and soldiers. The King and his Prime Minister attempted to take advantage of an official dinner being given in the citadel of Hue by General de Courcy to fall upon the unsuspecting General and murder them while they were off their guard. Fortunately a friendly mandarin gave General de Courcy warning shortly before the attack actually took place; the French were able to rally and give the treacherous King and his following a warm reception. The King, who is by the way a most wretched and villainous looking personage, is accompanied by an interpreter and his cook. He will be exiled to Algeria much in the same way as Arabi Pasha has been banished to Colombo, or our own Malay Chieftains to the Seychelles. The Prime Minister who was the chief of the conspiracy, will probably fall into the hands of French troops before long, and if he is quietly hanged out of the way instead of being deported, there will be few to regret the translation of this official."

A GENTLEMAN calling himself "Non-Churchman," complains in the correspondence column of the *Sydney Daily Telegraph* that marriage is too expensive in N.S.W., and points out that £5—the fee charged by Church of England clergymen—is often more than the girl is worth. To this a melancholy innocent replies, with bitterness:

"There is a saying: 'If I'm in 'Non-churchman's' letter of Sunday last and I have to catch him before he decides, I assure him that the general fee given is 'by no means' £5. That is to say, few of my acquaintances among the clergy live where that amount much. And 'Non-churchman' instances a case in which he is not only actual but typical. The marriage ceremony is over and the weary groom cleared of stain, tears, and things; the bridegroom is to be congratulated. 'What the damage?' the clergyman remarks. 'There is no fee for the solemnization of marriage. It would cost me to say, 'I leave it to you.' But, practically, it is left to him.'"

It is this style of leaving it to him, remarks the irrepressible *Bulletin*, which fills the parson's cup with sorrow, and the case certainly calls for Government interference, and the establishment of a regular tariff. If the parson could be licensed like a cab for hire at so much an hour, with an additional charge if kept waiting, or else be chartered at a fixed rate by the job, provision for the future of the marriage ceremony, and the service, and if affairs could be run in for overloading if he were found trying to marry two couples at once, things would probably go a good deal more smoothly."

It is "again orders" to publish any news about the Manila Lottery now, so we shall have to trust to our readers' perspicacity when we say that four English clerks in Smith Bell and Co.'s office in Manila had their pleasure much augmented this Christmas by dividing \$40,000 among them. Three Indians and a Spaniard took the other \$40,000. They all needed it.

RIDER HAGGARD has a curious theory regarding the fate of Henry M. Stanley. He thinks that the explorer is alive but that he has been seized, taken into the interior of Africa, and deified by some of the tribes. He is inclined to think that Stanley will be treated with greatest kindness and veneration, but that he will not be permitted to escape. When the interior tribes find a real live idol, who seems to them to be god-like in appearance and power, they are not likely to give him up. All of which is about as probable as Haggard's story "She."

NOTWITHSTANDING the pessimistic prophecies as to approaching anarchy, which of late have been as thick as "Autumn leaves in Vallambrosa,"

the French Government goes steadily along quietly but surely making every possible preparation for that great emergency which has for so long been expected. To strain its power to the utmost. The approval of the vote of credit for military organization by the Chamber of Deputies will strengthen public confidence in the determination of the present Ministry to protect the interests of France wherever they may be imperilled.

A CYNICAL writer in the Frankfurt *Zeitung* asserts that the only royal road to fortune for lady singers is to have some of their jewelry stolen from them. He says: "A thief, remaining undiscovered, belongs as much to the outfit of a phenomenally famous singer as does her indispensable rouge pot. According to a rough estimate, jewels of the value of £15,000,000 have been stolen from singers during the last decade, and however greatly the abilities of the police of different countries may differ in other respects they are alike all the world over in never troubling the thieves who victimize prima donnas."

THE *Macao Independente* continues to devote its columns to the demonstration of the extremely ridiculous proposition—that the Portuguese colonial system of supporting and encouraging a mixture of the colonising element with the native races is the *sine qua non* of colonial progress. It adduces as proofs the Lusitano-guardians of Brazil, the Portuguese men of the woods of Africa, and the Macao descendants from the primitive Lusitanian rovers in the Far East and the daughters of that peculiar class of Chinese citizens who then inhabited or infested the rocks and neighbourhood of Macao. The *Independente* takes pride in the racial monument Portugal has raised for itself, and finds in it a sign of future progress for Lusitania's colonies. We congratulate the *Macao* seer on his discovery, and hope the Portuguese colonial world will go on mixing colonies, in default of having anything else to do for itself and for its protean mother.

THE annual Installation Meeting of Nagasaki Lodge, No. 710, S. C., was held at the Masonic Hall, Nagasaki, on Saturday the 15th December, when the following office-bearers for the ensuing year were installed:—

Bro. J. Hutchison R.W.M.
" D. Crowe I.P.M.
" J. Hill D.M.
" C. Brown S.M.
" W. Hooper S.W.
" J. Dainton J.W.
" R. H. Powers T.S.
" A. Norman S.S.
" F. Wengel S.D.
" J. Wilson J.D.
" W. L. Mitchell D.C.
" J. S. Massie Steward.
" F. Devenish Steward.
" P. Doel I.G.
" S. F. Lawrence Tyler.

Wor. Bro. Crowe acted as Installing Master, assisted by Wor. Bros. Calder, Robertson, Enslie, and Brown. At the conclusion of the ceremony the usual banquet was held in the Masonic Hall, to which twenty-two brethren sat down.

THE feeling in England, says a writer in the *San Francisco Chronicle*, against Germans and Germany is rendered more bitter from the fact that the Queen and her entourage, in extraction, tastes and manners are more German than the Germans themselves. "The Battenberg clique, as they are termed in English society, together with her foreign grandchildren, engender the Queen's attention that she little heeds the open contempt with which the leading nobility regard her German silver, or power-laced eccentricities, as they are styled. A fashionable London journal thus alludes to the subject: "When our sovereign takes her walks and drives abroad in the company of her relatives, a grand ducal or princely German is sure to be one of the party. Most of the Queen's horses, and most of the Queen's men, are kept to benefit these connections from the Fatterhead. Another thing to be said is that the English nation has never sought to stock Germany with surplus English prices. If three or four of our royal dukes had been packed off to Berlin without a penny to bless themselves with, and the Prussian Government had been called upon to find them in comfortable, well-paid berths, with rich princesses for wives, there might be some excuse for a certain feeling against the country. The lamented Fritz had an English-born consort, it is true, but the animosity excited by this alliance might well be allayed on considering that by descent, if not by birthplace, the Princess was as thoroughly a German as her husband, or any of his family."

LAST NIGHT.

(Our erratic reporter's report.)

I'll tell you what I went to see. Last night,

Though I was busy as a bee. Last night,

"The Mascotte" was so very "drawn." Last night,

That even I would pay the law. Last night,

I saw it, you may be assured. Last night,

And of the blues I was well cured. Last night,

When "Sheridan" came on the stage. Last night,

His nose did every thirst assuage. Last night,

He sang, oh, yes, he sang full well. Last night,

Much better than I've power to tell. Last night,

I wonder where he got the power. Last night,

To hold the house almost at doors. Last night,

There was some trouble, all right through. Last night,

The actors knew not what to do. Last night,

The prompter's voice was wanted much. Last night,

Especially by *Rocco*, (Guth). Last night,

But then 'twas but a dress rehearsal. Last night,
No one could honestly be critical. Last night,
And *Rocco* had so hard a time. Last night,
I were hard to put him into rhyme. Last night,

The "Mascotte," yes! she was *Deline*. Last night,

Almost the best I've ever seen. Last night,

The "Gobbie," which is so well known. Last night,

Was excellent, as was well shown. Last night,

'Twas rather novel, all the same. Last night,

Audran's good music's never tame. Last night,

Perhaps the "Gobbie" would have been better. Last night,

Had "Gracie" stuck more to the letter. Last night,

But "Pippo" fairly did his work. Last night,

The "Goal" he didn't even shirk. Last night,

I've heard "La Mascotte" times before. Last night,

But certainly it pleased me more. Last night,

I've hardly space to tell the rest. Last night,

Of what I saw, almost the best. Last night,

Was "Fiametta," she did well. Last night,

And got encored I'm glad to tell. Last night,

And "Fisher," too, he did appear. Last night,

In better form, and it was clear. Last night,

He knew just what he was about. Last night,

Although the prompter was called out. Last night,

'Twas midnight, there or there about. Last night,

When from the "Mascotte" I came out. Last night,

Yet I confess I liked the game. Last night,

And want to see it just the same. Last night,

[Our worst on record.]

"IS MARRIAGE A FAILURE?"

This, says a writer in the *Sydney Bulletin*, is about as idiotic a question as could possibly be asked. One might as well enquire if the Cosmos were a failure. All the while there is a young and rising generation it is very evident marriage is a most unqualified success. The fact is that people who ask the question do not know what they mean by marriage. It is an eternal fact. In every clime, amongst every people, race, or nation, ancient or modern, savage or civilised, there has been marriage. When it ceased, the nation ceased. The permanence of the one proved the existence of the other. When people ask "Is marriage a failure?" they mean marriage of the nineteenth-century conventional British type a failure? This narrow question considerably, but, fortunately, the existence of the human race would not be very seriously imperilled if it were. All unions of individuals of the opposite sexes entered upon with the intention of the perpetuation of the species is marriage. To talk of it being a failure when that end is subserved, is to talk nonsense.

From the racial point of view any and every system, natural or so-called artificial, which contributes to maintain the vigour and numbers of a race is good and right, and, on the other hand, any and every system which fails to achieve those objects is a fraud and a failure. Marriage of the conventional type is not a piece of legal machinery for the perpetuation of racial or national vitality. It is variously regarded as a method of making money, securing a decayed fortune, acquiring an estate, securing a nurse for one's declining years, hiring a general servant, coercing someone of the opposite sex to do "chores" for the consideration of shelter, getting a chop properly grilled, or obtaining somebody to wear one's name and to advertise one's business in society. Women seek in the modern marriage increased freedom, the right to go about without first asking parental permission, the privilege of attending balls and theatres in the care of a *cavalier servente*, a carriage in which to pay calls, an establishment superior to their mother's, securing their father's purse refused to furnish for their ostentatious money, parade, liberty, anything in fact except children, which are little nuisances, and calculated to impede one's movements. It is recognised that families are a mistake. Babies are in the road and are much too expensive; girls are difficult to navigate through the quicksands of social life and troublesome to marry off one's hands; boys too often turn out failures; their education is costly and frequently wasted in the manufacture of a cabman or a lower-grade civil servant instead of a professional success. In America children are at a discount. In France the State offers great inducements to the multiplication of the race without success. Population in several European countries is steadily decreasing. In such marriage is a failure.

When the deaths outnumber the births in periods of normal mortality things are not right. Every unproductive marriage is a union in which so far as the nation is concerned marriage is a failure. These unions may not be necessarily loveless. They are simply unions between highly civilised, highly refined, and eminently sensible people. Savages and primitive races increase and multiply at a tremendous rate. In the memorable words of Editor Stead, "In Russia the cradle is never empty." The Russian is one of three races destined to play a great part in the world's history when the "Anglo-Saxon" has melted into racial suicide. The two others are the African and the Chinese. With this marriage is not a failure. Virility speaks volumes on this point. A people in the heyday of youth do not sink into the commonplace grooves. They do not ask anything about marriage. The home

drive a man into his home, to narrow down his social life, operate also to limit population. Hence, the maternal instinct is starved, the woman becomes frivolous, the slave of the society whose portals recede with every advance she makes, and an over-sensitive humanity asks, "Is marriage a failure?"

The question that asks it, assuredly yes! Marriage amongst commercial and industrial peoples of the present day is an inverted cone. There are too few people married, and those that are married are married too much. In a genuinely ideal community every able-bodied man and woman would be married, but marriage would not be the exacting chain upon each sex that it now is. Wherever children are a nuisance marriage, no matter how sanctioned by social usage, no matter how blessed by priestly benediction, is a terrible failure. To the nation that meets in the arguments of Henry George with the clasp of Malthus, marriage is a failure. Where marriages of love are spoken of as an act, on one side or the other, of suicidal folly, and marriages of interest, no matter how unifying, or revolting, are commended, the conventional marriage, according to the rites and usages of modern society, is a failure.

SCIENTIFIC AND USEFUL.

RECENT INVENTIONS, NEW IDEAS AND PROGRESS IN SKILFUL INDUSTRY.

Coal loses from 10 to 20 per cent of its evaporative power if exposed to the effects of sunshine and rain.

Equal parts of sweet oil and lime water thoroughly mixed, is said to be the best remedy known for burns and scalds.

Professor Oser of Vienna has been experimenting with "condurango" bark as a tonic, and thinks it worthy a place in *medicamentum* as a symptomatic remedy.

An English invention is the "centrecycle," having four wheels a foot in diameter and a large wheel in the centre. With it the rider is enabled to go up hill as easily as to go forward on level ground.

Disagreeable moisture of the hands may be overcome by rubbing the hands several times a day with the following mixture: Tincture of belladonna, half an ounce; eau de Cologne, four ounces.

French physicians report great success with the internal use of antiseptics in typhoid fever. According to this method of disinfecting the internal organization the disease runs a shorter course.

An Englishman has invented an electric gun. There is a small storage battery fixed in the handle from which a current strong enough to explode the cartridge is communicated. It is said that one charging of the cell will explode 5,000 cartridges.

The Colt Arms Factory at Hartford, Conn., will soon begin the manufacture of 5,000 navy revolvers for the United States Government. The new piece is a 5-shooter, thirty-eight calibre. Beside being self-cocking, all the cartridges may be instantly removed, by a pressure of the thumb.

Steel that is too hard to cut or file may be drilled with a mixture of one ounce sulphate of copper, quarter of an ounce of alum, half a teaspoonful of powdered salt, a gill of vinegar and twenty drops of nitric acid. This will eat a hole in the hardest steel, or, if washed off quickly, will give a frosted appearance to the metal.

Experts claim that sea-sickness can be regulated by a system of breathing. One must sit still and time the breathing to the upward and downward motion of the boat. As the boat falls there should be a full expiration, and as the boat rises start on an inspiration ending just as the boat begins to drop.

Appropos of the proposition to make and sell mortar by the barrel, as is the practice in Germany, the *Manufacturers' Gazette* says: A good strong mortar is made of lime, a little sand, water and pieces of brick ground to a powder. All the refuse from a building of brick should be ground up and utilized in the mortar, by machines made for that purpose.

The average watch is composed of 175 different pieces, comprising upward of 2,400 separate and distinct operations in its manufacture. The balance has 18,000 beats or vibrations per hour, 12,500,000 in thirty days, 157,680,000 in one year; it travels 43 miles with each vibration, which is equal to 93 miles in twenty-four hours, 29 1/4 miles in thirty days, or 858 miles in one year.

On being consulted the Paris Council of Hygiene has disapproved of galvanized iron vessels for holding or measuring liquids intended for alimentary purposes. In consequence of the decision the Administration will refuse to affix the legal stamps to any vessels of this description, and will only allow, as heretofore, lined copper or tinned iron.

Steamboat men say that the sidewheel ferry-boat will soon be a thing of the past, and be replaced by propellers at sea, and by many ship-builders, practical architects and marine engineers. The important advantage of the propellers is that it takes less room on the boat, gives greater speed on less consumption of fuel and can be easier handled, costing less.

The supposed remedial agency of the odor of cows and cow-stables in cases of consumption is to be tried at Reinickendorf, near Berlin, on a unique scale. A vast circular building has been erected, in the basement of which several hundred cows will be kept, and the odor of the stables be conducted to the rooms in the upper story, for which a whey-cure, bathing-rooms, etc., are planned.

According to *L'Industrie Parisienne* a laundryman in the vicinity of Paris has discovered a very ingenious method of cleaning linen without soap. He uses no soap or lye, nor chlorine, but replaces these substances by boiled potatoes, with which he rubs the linen. This curious process, it appears, is much superior to those hitherto employed, and the worst soiled cotton, linen or silk, cleaned by this method, are made whiter than they could be by the use of an alkali.

A man named *München, medius, Wochenschr.* July 26, 1888 relates the case of a patient with asthma and insomnia, in which, chloral and morphine failing, fifteen grains of sulphonal given at bed-time proved an excellent and agreeable hypnotic. *Martin (Med. Neuphilet, No. 29)* recommends sulphonal for the night sweats of phthisis. Doses of seven and a half grains at bed-time prove serviceable and afford the patient a quiet and natural sleep of four to six hours.

The graphophone, which is a simple form of the phonograph, or rather a much more simple machine to produce about the same result, will soon be on the market. Of course, no one can expect any machine, simple or complex, to work as well at first and without the operator having had practice on it, as though it had been known and used for long time. Even a lead pencil will not work right unless the writer knows how to hold it, just how to sharpen it and how hard to bear on.

Among the recent valuable discoveries of the famous French physician, M. Pasteur, is that of the vaccination of domestic animals for the prevention of the disease known as anthrax, or spleen fever. The method consists in attending to the system of combating the disease, and is encouraged by J. H. Lamoury, holding the position of Chief of the Government of

India, where no efficient remedy was known for this rapidly fatal illness, which annually carries off a large percentage of cattle of every kind.

Professor Morse of Salem, Mass. has devised a simple stove for warming rooms by means of solar heat. It consists of a shallow box, having a bottom of corrugated iron and a glass top. This device is placed outside the building, so that the sun can shine directly into it. The rays pass through the glass and are absorbed by the metal, heating it to a high temperature and warming the air of the box. The air, which on sunny days rises to a temperature of 90° Fahrenheit, is conveyed into the room which is to be heated.

M. Jovis, a French oceanist, is said to be building an air-ship in which he proposes to attempt to cross the Atlantic to New York this fall. It is to be called the *Atlantide* and will be 200 feet high, with a cubic measurement of nearly 100,000 feet. It will weigh 4,500 pounds and will carry the same weight of passengers and freight. M. Jovis thinks he can make seventy miles an hour in it and expects to land in Norway or Sweden, or else in Ireland, in three, and a half days after starting. The cost of the enterprise is fixed at about \$40,000.

Tram-cars worked by compressed air on the Mekarski system are now running on the Holloway Road and King's Cross Tramway line. They are like ordinary cars without horses, and they take their turn with the horse-cars. The air is contained in reservoirs under the cars, and is warmed by passing through hot water contained in a receiver before it goes to the engines, which are also under the car. This heating prevents the formation of hoar-frost in the cylinders, owing to the cooling due to the expansion of the compressed air which actuates the engines.

From time to time the sugar trade has heard of experiments with a new process of refining sugar, which was being kept as a profound secret. The only thing known about the process was that it was an electrical one. Sugar men are beginning to fear that there may be something in it after all. Actual sugar, of the most beautiful crystals, manufactured by this process has been exhibited. A refinery has been put up in Brooklyn. The machinery has been manufactured in different parts of the world in order that the secret might not be disclosed, and a final test was to be made about October 10th. If on or before that date 1,000 tons of sugar are refined by this process in a given time, it is said that English capitalists are willing to invest \$15,000,000 in the enterprise. If successful, according to the measure expected by its projectors, this process will be one of the greatest commercial sensations of the century.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvelous food and medicine. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—[Adv.]

Co-day's Advertisements.

G. CHIARINI'S ROYAL ITALIAN CIRCUS AND MENAGERIE, AT BOWRINGTON.



OPEN EVERY NIGHT, At 8, commencing at 9 sharp.

SATURDAYS 2 PERFORMANCES, Doors open at 3, and commences at 3.30 P.M.

TO-NIGHT, 28th December, 1888. ANOTHER BRILLIANT CHANGE OF PROGRAMME. NEW EQUESTRIAN SCENES. NEW SENSATIONAL ACTS. NEW HORSES EDUCATED IN BOTH SCHOOLS. NEW COMIC AND LAUGHABLE SCENES.

TO-NIGHT, MDLLE. LE BLONDE HARMSTON, the dashing and First Class Equestrienne, will appear as the ENGLISH BOUNDING JOCKEY, leaping from the ground upon the horse's back without the assistance of the hands. She is acknowledged "PAR EXCELLENCE" to be superior to any Lady Rider in this particular act.

TO-NIGHT, Mr. GEORGE HARMSTON will carry upon a Barebacked Horse and in different attitudes the Youngest Equestrienne, Miss CHARLOTTE ROWLAND.

TO-NIGHT, The side splitting scene of the MONKEY RACES, by Lampon Monkeys riding on Cosmopolitan Ponies.

TO-NIGHT, THE FRANKS IN AN ENGLISH SCHOOL.

LES ENFANTS TERRIBLES by all the Company, introducing Comic Dance by the Girls and Boys.

Doors open at 3 and 8 P.M.; play commences at 3.30 and 9 sharp.

GRAND REDUCTION OF PRICES!!! Boxes with 4 Chairs \$9.00 Single Chairs in Boxes 1.50 Dress Circle Chairs 1.00 Carpet Seats 0.50 Gallery 0.30

Children and Soldiers in uniform to the Gallery 20 Cents. To all other parts of the house Half Price.

L. MAYA, Secretary. Hongkong, 28th December, 1888. [1322]

GARRISON THEATRE TO-MORROW & MONDAY, the 29th and 31st December, 1888.

Co-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG. THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

DIRECTORS..... Mr. P. W. WILLARD. JOHN F. SHERIDAN.

TO-MORROW EVENING, the 9th December, 1888. Gilbert & Sullivan's Popular Comic Opera, "THE MIKADO."

"THE TOWN OF TITIPU."

CAST OF CHARACTERS. The Mikado of Japan..... Mr. A. SUTCH. His Son, disguised as a wandering minstrel, and in love with Yum-Yum..... Mr. CH. FISHER.

Ko-Ko (Lord High Executioner of Titipu)..... J. F. SHERIDAN. Pooh-Bah (Lord High Everything Else)..... H. M. IMANO.

Pish-Tush (A Noble Lord)..... W. CRIPPS. Yum-Yum (Three Sisters)..... Miss FLO. MORRISON. Pish-Sing (A Noble Lord)..... G. WHITFORD. Peep-Bo..... VERA PATEY.

Katisha (An elderly Lady, in love with Nanki-Poo)..... E. LEAMINGTON. CHORUS OF SCHOOL-GIRLS, NOBLES, GUARDS, AND COOLIES.

ACT I.—COURTYARD OF KO-KO'S OFFICIAL RESIDENCE. ACT II.—KO-KO'S GARDEN.

Conductor..... Mr. J. ASHROBERTSON. PRICES OF ADMISSION:— Dress Circle and Special Stalls..... \$3.00 Stalls..... 2.00 Pit..... 1.00

The Plan may be seen and Seats secured at Messrs. KELLY & WALSH, LIMITED. PEMBERTON W. WILLARD. Hongkong, 28th December, 1888. [1323]

Co-day's Advertisements.

THE HONGKONG CHORAL SOCIETY will (by Special Request) give TWO MORE PERFORMANCES of GILBERT AND SULLIVAN'S OPERETTA "IOLANTHE" ON THURSDAY, AND SATURDAY, the 10th and 12th January, 1889.

Doors open at 8.30 P.M. Performance to commence at 9 O'CLOCK P.M.

Tickets for the Performance of 10th January will be obtained from Messrs. LANE, CRAWFORD & Co.'s, on WEDNESDAY, 29th January, and for that of 12th January, on FRIDAY, 4th, at 9 O'CLOCK A.M.

R. LYALL, Hon. Secretary. Hongkong, 20th December, 1888. [1328]

GOVERNMENT NOTIFICATION. INFORMATION has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from Lower Belcher's and Stone-Cutters' Island West Batteries, on the 29th instant, commencing at about 2 O'CLOCK P.M., and probably lasting one hour and a half.

The direction of the fire will be about due North West from Lower Belcher's and about due South West from Stone-Cutters' West. All Ships, Junks and other vessels are cautioned to keep clear of the range.

By Command, FREDERICK STEWART, Colonial Secretary. Colonial Secretary's Office, Hongkong, 28th December, 1888. [1337]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "CHINGTU," Hunt, Commander, will be despatched as above TO-MORROW, the 29th instant, at 4 P.M., instead of as previously notified.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th December, 1888. [1266]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE. (PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship

"VERONA" will leave for the above places on FRIDAY, the 4th January, at NOON, instead of as previously advertised.

E. L. WOODIN, Superintendent. Hongkong, 28th December, 1888. [13]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE. (PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship

"THIBET" will leave for the above places on FRIDAY, the 11th January, at NOON.

E. L. WOODIN, Superintendent. Hongkong, 28th December, 1888. [13]

Co-day's Advertisements.

ALFRESCO FETE! ALFRESCO FETE! ALFRESCO FETE!!! TO BE HELD THIS EVENING, AND TO-MORROW EVENING, the 28th and 29th December, 1888.

STALLS FOR THE SALE OF MAGNIFICENT EMBROIDERIES AND RARE CURIOS.

WONDERFUL STRUTTING PHOENIX NEWLY CAPTURED.

TROUPE OF CHINESE TUMBLERS. GRILL ROOM. Under the Personal Superintendence of Mr. THOMAS.

GRAND SURGICAL EXHIBITION, under direction of a Local Medical Celebrity.

SPORTING LION. BRILLIANT ILLUMINATIONS. Thousands of Lanterns.

MILITARY BAND. (By kind Permission of Colonel Anderson and the Officers of the 58th Regt.) CHINESE POPS BAND.

SPECIAL COMPANY OF CHINESE ACTORS. FINE ART EXHIBITION, under the Direction of the Lord-Chancellor and 'Lord O' MAGNIFICENT AND UNIQUE COLLECTION!

GATES TO OPEN AT 5.30 P.M. ENTRANCES:—All the Garden Gates (except that in Garden Road next to Kennedy Road Nullah), which thoroughfare will be CLOSED on both nights of the Fete.

PRICES OF ADMISSION. ONE DOLLAR (\$1) EACH DAY. Schools, Children, Soldiers and Sailors in Uniform, Half-price.

Tickets now for sale at Messrs. KELLY & WALSH, LD.'S and Messrs. LANE, CRAWFORD & Co.'s. Hongkong, 28th December, 1888. [1329]

Co-day's Advertisements.

BANK HOLIDAY. IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business, on TUESDAY NEXT, the 1st January.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, JOHN THURBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the COMPTOIR D'ESCOMPTE DE PARIS, CHANTREY INCHBALD, Agent, Hongkong.

For the NEW ORIENTAL BANK CORPORATION, LIMITED, E. W. RUTTER, Manager, Hongkong. Hongkong, 28th December, 1888. [1336]

Co-day's Advertisements.

THE DAIRY FARM COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 5 Stanley Street, Victoria, Hongkong, TO-MORROW, the 29th day of December, 1888, at 3 O'CLOCK P.M., for the purpose of receiving a Statement of Accounts, the Report of the Directors, and for the election of Auditor and retiring Directors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 29th instant, both days inclusive.

By Order, E. W. MAITLAND, Secretary. Hongkong, 13th December, 1888. [1272]

HONGKONG & CHINA GAS COMPANY, LIMITED. THE TRANSFER BOOKS of this Company will be CLOSED from the 19th December to the 1st of January, both days inclusive.

F. W. CROSS, Manager. Hongkong, 18th December, 1888. [1295]

THE EAST BORNEO PLANTING COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company, will be CLOSED from the 21st to the 31st instant, both days inclusive.

By Order of the Directors, H. SHEPPARD, Secretary. Hongkong, 19th December, 1888. [1303]

NOTICE. THE HONGKONG HOTEL CO., LD. is prepared to supply GAME PIES, CHRISTMAS CAKES, &c., at short notice.

PICNIC PARTIES supplied with all requirements. C. M. ROBERTS, Manager. Hongkong, 19th December, 1888. [1299]

Co-day's Advertisements.

THE KOWLOON HOTEL. SITUATED ON GARDEN LOT, No. 55, ROBINSON ROAD, KOWLOON, five minutes walk from the landing.

Wines and Spirits of the best quality only kept. Two First Class English and one American Billiard Tables, also a Tennis Lawn.

Arrangements have been made with the proprietor of the steam-launch *Morning Star* to run special night trips, last boat leaving Kowloon at midnight.

Fares 10 Cents each way. J. C. L. ROUGH, Manager. Hongkong, 8th December, 1888. [1247]

DAKIN BROS. OF CHINA LIMITED. BEG to announce to the MEDICAL PROFESSION, and to the European and Chinese community of Hongkong, that the DISPENSING DEPARTMENT OF THEIR BUSINESS IS NOW OPEN.

THIS DEPARTMENT, being considered of the FIRST IMPORTANCE, is entirely under the control of fully qualified and experienced EUROPEAN ASSISTANTS.

The DRUGS used in preparing prescriptions are of the BEST and PUREST QUALITY obtainable.

THE ENTIRE STOCK OF CHEMICALS, DRUGS, and MEDICINES, HAVE BEEN PREPARED AND SELECTED BY DAKIN BROS. OF LONDON, A FIRM ESTABLISHED, and WHOSE NAME has been A Guarantee, for nearly Three quarters of a century.

23 QUEEN'S ROAD CENTRAL, Hongkong, 12th December, 1888. [1213]

NOW READY, PRICE.....FIFTY CENTS. THE LAW OF STORM in the EASTERN SEAS, by W. DOBERCK, GOVERNMENT ASTRONOMER.

MAY BE PROCURED AT Messrs. Kelly & Walsh, Limited, Hongkong; Lane, Crawford & Co. G. F. Gann & Co. F. Blackhead & Co. Heusermann, Heber & Co. More & Seimund; MacEwan, Frick & Co. Mr. W. Brewer. The "Hongkong Telegraph" Office. Messrs. Quinch & Co., Swatow. Mr. N. Moalle, Amoy. Messrs. Hedges & Co., Pootung. Messrs. Kelly & Walsh, Limited, Shanghai. Messrs. Kelly & Walsh, Limited, Yokohama. Hongkong, 28th December, 1888.

THE PRAYA RECLAMATION SCHEME. A FULL ACCOUNT of the proceedings in connection with this gigantic undertaking, republished from the *Hongkong Telegraph*, with Reclamations, showing the intended PRICES.....ONE DOLLAR.

To be obtained at Messrs. KELLY & WALSH, LD.'S, and Messrs. LANE, CRAWFORD & Co.'s, and Mr. W. BREWER'S. Hongkong, 12th July, 1888.

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Co-day's Advertisements.

PUBLIC AUCTION OF OLD CHINESE PORCELAIN & CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW, the 29th December, 1888, at 2 P.M., at his Sale Rooms, Duddell Street, A VERY FINE COLLECTION OF OLD CHINESE PORCELAIN & CURIOS, JUST RECEIVED FROM PEKIN, and

Comprising:— OLD CHINESE VASES, JARS, BASINS, PLATES, &c., in Five Colours, Blue and White, Imperial Yellow Black, Sang de Boeuf, &c., of the MING DYNASTY, and REIGN OF EMPERORS KANGHI, YUNG-CHING, KIEN-LUNG, &c.

A FINE LOTS OF PEKIN OLD SILK EMBROIDERIES and TABLEAUX. OLD SOOCHOW LACQUER, IVORY and WOOD CARVINGS, PEKIN CLOISONNE, AGATE, CRYSTAL and JADE CURIOS, PEKIN SNUFF BOTTLES, &c.

OLD PORCELAIN SCREENS

Commercial.

TO-DAY.
THE SHARE MARKET.

A considerable amount of business has been done since our last report, most of it no doubt in connection with the monthly settlements. Banks have been placed at 158, 154 and 159 per cent. premium, closing this afternoon with sellers at the rate last quoted. In Docks no transfers have been reported, but the stock is fairly firm at quotation. Steamboats have changed hands at 22 1/2, 22 1/2 and 22 1/2, the last being the closing rate. China and Manilla have been sold at 175 and there are further shares on offer at that figure. In China Sugars a fair business has been put through at rates varying between 195 and 198, and there are now sellers at 197. Luzons have dropped to 88, at which price a few small sales have been booked. The Wharf and Godown Co.'s scrip has found purchasers at 77, 76 and 75 per cent. premium, closing in good demand. Punjoms have been done at 8, and are out of favor. Sales of the Tonquin Co.'s shares have been arranged at 110 per cent. premium, and there are still buyers. After a long rest Tramways have again been brought to the front, and some minor transactions put through at 250 per cent. premium. The China-Borneo Co.'s stock has found buyers at 54, and additional shares are asked for. Other quotations are unchanged.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—159 per cent. premium, sales and sellers.
Union Insurance Society of Canton—\$90 per share, sellers.
China Traders' Insurance Company—\$75 per share, buyers.
North China Insurance—Tls. 200 per share, buyers.
Canton Insurance Company, Limited—\$97 per share, buyers.
Yangtze Insurance Association—Tls. 97 per share, buyers.
Chinese Insurance Company—\$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$340 per share, buyers.
China Fire Insurance Company—\$79 per share, sellers.
Hongkong and Whampoa Dock Company, 40 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$220 per share, sales and buyers.
China and Manilla Steam Ship Company—175 per share, sales and sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$170 per share, nominal.
Indo-China Steam Navigation Company, Limited—17 per cent. div., sellers.
Douglas Steamship Company—\$65 per share, buyers.
China Sugar Refining Company, Limited—\$107 per share, sales and sellers.
Luzon Sugar Refining Company, Limited—\$88 per share, sales and sellers.
Hongkong Ice Company—\$101 per share, buyers.
Hongkong and China Bakery Company, Limited—\$80 per share, nominal.
Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$79 per share, sellers.
Perak Tin Mining and Smelting Company—\$5 per share, nominal.
Punjom and Senghe Dua Samantan Mining Co.—\$8 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—75 per cent. premium, sales and buyers.
Tonquin Coal Mining Co.—110 per cent. premium, sales and buyers.
The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, sales and sellers.
The East Borneo Planting Co., Limited—\$60 per share, buyers.
The Sengoi Koyah Planting Co., Ltd.—\$39 per share, sellers.
Cruckshank & Co., Ltd.—\$50 per share, sellers.
The Steam Launch Co., Limited—20 per cent. div., sellers.
The Austin Arms Hotel and Building Co., Ltd.—40 per cent. div., nominal.
The China-Borneo Co., Ltd.—\$54 per share premium, sales and buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days sight 3/0
Bank Bills, at 4 months sight 3/1
Credits at 4 months sight 3/1
Documentary Bills, at 4 months sight 3/1
ON PANAMA.—Bank, T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days sight 3/0
Bank Bills, at 4 months sight 3/1
Credits at 4 months sight 3/1
Documentary Bills, at 4 months sight 3/1
ON SHANGHAI.—Bank, T. T. 7 1/2
Private, 30 days sight 7 1/2

OPIUM MARKET—THIS DAY.

NEW MALWA, per picul..... \$560
(Allowance, Tails 60)
OLD MALWA, per picul..... \$550
(Allowance, Tails 80)
NEW PATNA, (first choice) per chest..... \$570
NEW PATNA, (bottom) per chest..... \$570
NEW PATNA, (second choice) per chest..... \$565
NEW BENARES, (without choice) per chest..... \$550
NEW BENARES, (bottom) per chest..... \$550
NEW PERSIAN (best quality) per picul..... \$540
OLD PERSIAN (best quality) per picul..... \$500
OLD PERSIAN (second quality) per picul..... \$475

HONGKONG TEMPERATURE.

(From Messrs. Palmer & Co.'s Register)
To-day..... 78°
Yesterday..... 75°
27th Dec..... 75°
26th Dec..... 75°
25th Dec..... 75°
24th Dec..... 75°
23rd Dec..... 75°
22nd Dec..... 75°
21st Dec..... 75°
20th Dec..... 75°
19th Dec..... 75°
18th Dec..... 75°
17th Dec..... 75°
16th Dec..... 75°
15th Dec..... 75°
14th Dec..... 75°
13th Dec..... 75°
12th Dec..... 75°
11th Dec..... 75°
10th Dec..... 75°
9th Dec..... 75°
8th Dec..... 75°
7th Dec..... 75°
6th Dec..... 75°
5th Dec..... 75°
4th Dec..... 75°
3rd Dec..... 75°
2nd Dec..... 75°
1st Dec..... 75°

CHINA COAST METEOROLOGICAL REGISTER.

27th December, 1888.—At 4 P.M.

STATION.	Barometer.	Thermometer.	Wind.	Weather.	Sea.
Whampoa	30.05	75	SE	Cloudy	Light
Taipei	30.10	75	SE	Cloudy	Light
Amoy	30.15	75	SE	Cloudy	Light
Swatow	30.20	75	SE	Cloudy	Light
Hongkong	30.25	75	SE	Cloudy	Light
Shanghai	30.30	75	SE	Cloudy	Light
Yokohama	30.35	75	SE	Cloudy	Light
Manila	30.40	75	SE	Cloudy	Light

28th December, 1888.—At 10 A.M.

STATION.	Barometer.	Thermometer.	Wind.	Weather.	Sea.
Whampoa	30.05	75	SE	Cloudy	Light
Taipei	30.10	75	SE	Cloudy	Light
Amoy	30.15	75	SE	Cloudy	Light
Swatow	30.20	75	SE	Cloudy	Light
Hongkong	30.25	75	SE	Cloudy	Light
Shanghai	30.30	75	SE	Cloudy	Light
Yokohama	30.35	75	SE	Cloudy	Light
Manila	30.40	75	SE	Cloudy	Light

Hongkong Observatory, 28th December, 1888.

MAILS EXPECTED.

THE INDIAN MAIL.
The steamer *Japan* from Calcutta, left Singapore on the 23rd instant for this port, and is expected here on the 30th.

THE CANADIAN MAIL.
The Canadian Pacific steamer *Albany*, with the Canadian mail, left Vancouver for Japan and Hongkong on the 4th instant.

STEAMERS EXPECTED.

The Navigazione Generale Italiana Co.'s steamer *Bormida*, left Singapore on the 24th instant, and is expected here on the 31st.
The 'Glen' line steamer *Glenlyon*, from New York, left Singapore on the 26th instant, and is due here on the 2nd proximo.

Shipping.

ARRIVALS.

PARIS, French steamer, 2,663, F. Chevalier, 27th Dec.—Kobe 21st December, Rica—A. R. Marty.
SOOCHOW, British steamer, 999, R. Nelson, 28th Dec.—Whampoa 28th Dec., General—Butterfield & Swire.
TELMACHUS, British steamer, 1,421, Henry Jones, 28th Dec.—Singapore 20th Dec., General—Butterfield & Swire.
FELTHER, British steamer, 1,017, C. Habcock, 28th Dec.—Amoy 27th Dec., and Swatow 27th Dec.—General—Chinese.
THALES, British steamer, 820, Hunter, 28th Dec.—Taiwan 24th Dec., Amoy 26th, and Swatow 27th Dec.—General—D. LaPrak & Co.
KWANGLOO, Chinese steamer, 1,508, Andrew, 28th Dec.—Whampoa 28th Dec., General—C. M. S. M. Co.
BENGOLO, British steamer, 1,196, R. Farquhar, 28th Dec.—London, via Singapore 19th Dec., General—Gibbs, Livingston & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Doris, German steamer, for Haiphong.
Sochow, British steamer, for Shanghai.
Peking, German steamer, for Shanghai.
Mellita, German steamer, for Haiphong.
Glenlyon, British steamer, for Shanghai.
Paris, French steamer, for Singapore.
Caribbrooke, British steamer, for Saigon.
Don Juan, Spanish steamer, for Manila.
Kishitshre, British steamer, for Hoilow.
Diamid, British steamer, for Amoy.
December 27, *Kalfong*, British steamer, for Whampoa.
December 27, *Sutle*, British str., for Shanghai.
December 27, *Chow-chow-foo*, German steamer, for Swatow.
December 28, *Clara*, German steamer, for Haiphong.
December 28, *Amigo*, German steamer, for Haiphong.
December 28, *Fokien*, British steamer, for Swatow.
December 28, *Bayern*, German steamer, for Shanghai.
December 28, *Dafila*, British str., for Amoy.
December 28, *Mellita*, German steamer, for Haiphong.
December 28, *Benglos*, British str., for Kobe.
December 28, *Don Juan*, Spanish steamer, for Amoy.
December 28, *Peking*, British str., for Shanghai.
December 28, *H. Mary*, Japanese steamer, for Lochoo.
December 28, *Anion*, German str., for Hoilow.

PASSENGERS—ARRIVED.

Per *Thales*, str. from Taiwan, &c.—146 Chinese.
Per *Felther*, str. from Amoy, &c.—550 Chinese for the Straits.
Per *Telmachus*, str. from Singapore—6 Europeans, 30 police and 280 Chinese.
Per *Benglos*, str. from London, &c.—Mrs. Dyer, and 120 Chinese.
Per *Fokien*, str. for Swatow, &c.—1 European and 200 Chinese.
Per *Clara*, str. for Haiphong—2 Chinese.
Per *Bayern*, str. from Hongkong for Shanghai—Messrs. H. Verleyen, Stan, and Choe Kam Tang, from Bremen—Messrs. C. Herald and W. von Holt, from Southampton—Mrs. Whelan and 3 children. From Singapore—Mr. Whelan.
Per *Peking*, str. for Shanghai—35 Chinese.
Per *Mellita*, str. for Haiphong—12 Chinese.
TO DEPART.
Per *Doris*, str. for Haiphong—10 Chinese.
Per *Glenlyon*, str. for Shanghai—25 Europeans.
Per *Caribbrooke*, str. for Saigon—200 Chinese.
Per *Diamid*, str. for Amoy—1 European and 20 Chinese.

REPORTS.

The British steamship *Felther* reports that she left Amoy on the 26th instant, and Swatow on the 27th. Had fine weather and steady north-east monsoon.
The British steamship *Thales* reports that she left Taiwan on the 24th instant, Amoy on the 25th, and Shanghai on the 26th. From Taiwan to Amoy had fine weather, breeze and fine clear weather. From Amoy to Swatow had light northerly breeze with cloudy weather and squally sky. From Swatow to port had moderate north-east winds and fine weather. The Amoy steamer *Luzon*, *Fujin*, and *English* gampat.

The British steamship *Telmachus* reports that she left Singapore on the 26th instant. Had strong monsoon and high sea throughout.
The British steamship *Benglos* reports that she left London, via Singapore on the 19th instant. Had strong monsoon and high sea.

Post Office.

A MAIL WILL CLOSE
For Amoy and Manila.—Per *Dafila*, to-morrow, the 29th instant, at 7.30 A.M.
For Yokohama.—Per *General Wender*, to-morrow, the 29th instant at 9.30 A.M.
For Straits and Bombay.—Per *Stura*, to-morrow, the 29th instant, at 11.30 A.M.
For Straits and London.—Per *Glenlyon*, to-morrow, the 29th instant, at 11.00 A.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Chinghi*, to-morrow, the 29th instant, at 11.30 A.M.
For Yokohama and San Francisco.—Per *City of Sydney*, to-morrow, the 29th instant, at 0.30 P.M.
For Marseille.—Per *Paris*, to-morrow, the 29th instant, at 2.30 P.M.
For Amoy and Manila.—Per *Zafira*, to-morrow, the 29th instant, at 3.30 P.M.
For Saigon.—Per *Caribbrooke*, to-morrow, the 29th instant, at 3.30 P.M.
For Shanghai.—Per *Telmachus*, to-morrow, the 29th instant, at 3.30 P.M.
For Shanghai.—Per *Fookiang*, to-morrow, the 29th instant, at 9.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
ABYSSINIA, British steamer, 3,500, Geo. A. Lee, 12th Dec.—Vancouver 13th Nov., and Nagasaki 8th Dec., General—Adamson, Bell & Co.
ALWING, German steamer, 400, Samuelson, 23rd Dec.—Pakhoi 18th Dec., Hoilow 21st, and Macao 23rd, General—Wieler & Co.
CARIBROOKE, British steamer, 973, R. Cass, 18th Dec.—Saigon 12th Dec., General—Morris and Ray.
CHINGTOY, British steamer, 1,500, Hunt, 3rd Dec.—Sydney via Tiladap, 23rd October, Sugar.—Butterfield & Swire.
CICKRO, British steamer, 1,060, A. George, 21st Dec.—Samarang 9th Dec., Sugar and Oil—Chinese.
CITY OF SYDNEY, American steamer, 3,016, D. E. Friele, 18th Dec.—San Francisco 17th Nov., and Yokohama 12th Dec., Mails and General.—P. M. S. S. Co.
DIOMED, British steamer, 1,470, Begley, 27th Dec.—Singapore 18th Dec., General—Butterfield & Swire.
DORIS, German steamer, 771, F. Raben, 26th Dec.—Haiphong 23rd December, and Hoilow 25th, Rice.—Wieler & Co.
FAME, British steamer, 1,170, A. Stopani.—Hongkong and Whampoa Dock Co.
FOOKSANG, British steamer, 991, W. E. Sawyer, 27th Dec.—Whampoa 27th Dec., General—Jardine, Matheson & Co.
GENERAL WUNDER, German steamer, 1,820, W. von Schuckmann, 21st Dec.—Yokohama 12th Dec., Kobe 15th, and Nagasaki 17th, General—Melchers & Co.
GLENMARTIN, British steamer, 1,400, Wm. Murray, 27th Dec.—Swatow 26th Dec., General—Jardine, Matheson & Co.
GLENMARTIN, British steamer, 1,410, P. Brass, 27th Dec.—London, and Singapore 10th Dec., General—Jardine, Matheson & Co.
HANCOCK, British steamer, 999, Outerbridge, 27th Dec.—Whampoa 27th Dec., General—Butterfield & Swire.
JOHANN, German steamer, 428, Bing, 25th Dec.—Shanghai 20th Dec., General—Siemens & Co.
METAPEDIA, British steamer, 1,454, J. B. Purvis, 16th Dec.—Nagasaki 12th Dec., Coal—Takasima Colliery Co.
NAMO, British steamer, 1,631, T. G. Pocock, 25th Dec.—Fookchow 23rd Dec., Amoy 23rd, and Swatow 24th, General—D. LaPrak & Co.
OCEANIC, British steamer, 3,808, Jno. Metcalfe, 27th Dec.—San Francisco 28th Nov., and Yokohama 21st Dec., Mails and General—O. & O. S. N. Co.
PHUQUOC, French steamer, 183, Robin, 17th Dec.—Touzon 11th December, Coal—Wing Tay.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
STRATHLEVEN, British steamer, 1,588, C. W. Pearne, 25th Dec.—Kobe 18th Dec., Coals and General—Adamson, Bell & Co.
STURA, Italian steamer, 1,410, L. Calvoara, 13th Dec.—Singapore 5th Dec., General—Carlson & Co.
TAIWAN, British steamer, 1,109, Clegg, 27th Dec.—Nagasaki 24th Dec., General—Butterfield & Swire.
TRIUMPH, German steamer, 677, P. Moos, 22nd Dec.—Haiphong 19th Dec., and Hoilow 21st, General—Wieler & Co.
VORWAERTS, German steamer, 607, Bruhu, 24th Dec.—Touzon 21st Dec., General—Wieler & Co.
YEHIN, Chinese steamer, 754, Buchanan, 18th Dec.—Shanghai 15th Dec., Kerosene Oil—C. M. S. M. Co.
ZAVIRO, British steamer, 675, McCallin, 27th Dec.—Manila 24th Dec., General—Russell & Co.

SAILING VESSELS.

ALZAR, British bark, 399, T. Munro, 1st Dec.—Newchwang via Amoy 28th Nov., Beans and Melon Seed.—Order.
AMY TURNER, American bark, 960, Chas. A. Johnson, 16th Dec.—Honolulu 15th Nov., Petroleum.—Order.
ARCADIA, British bark, 417, D. S. Edward, 25th Nov.—Whampoa 24th Nov., General—Wieler & Co.
AUGUSTA, German bark, 473, Jensen, 5th Dec.—Hollo 18th Nov., Sappanwood.—Ed. Schellhess & Co.
BYLITA, German bark, 333, P. Weiss, 16th Dec.—Amoy 14th Dec., General—Wieler & Co.
COLOMA, American bark, 824, G. M. Wages, 24th Dec.—Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.
DANIEL BARNES, American ship, 1,436, J. G. Stover, 17th Dec.—Honolulu 12th Nov., Ballast.—Order.
EARN, British bark, 311, Anderson, 17th Dec.—Amoy 15th December, General—Chinese.
ESMERALDA, British ship, 1,500, H. T. Williams, 25th Dec.—Manila 8th Dec., General—Russell & Co.
ERIKSON, Chinese bark, 477, Optum Examinas, 10th Dec.—Stonewater Island—Chinese Customs.
FROM, French bark, 542, Regnier, 24th Dec.—Cobé 8th December, General—Melchers & Co.
JOHN NICHOLSON, British steamer, 685, W. Quine, 18th Dec.—Honolulu 16th Nov., Ballast.—Captain.
MEXCUR, British brigantine, 219, Dick, 12th Dec.—Amoy 11th Dec., General—Order.
RAYMOND, American ship, 1,405, E. W. Haynes, 20th Dec.—Nagasaki 20th Dec., General—Order.
TANARUA, British bark, 477, Optum Examinas, 10th Dec.—Stonewater Island—Chinese Customs.
GIB, American bark, 824, G. M. Wages, 24th Dec.—Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.
YELICITY, British bark, 477, Optum Examinas, 10th Dec.—Stonewater Island—Chinese Customs.
YOKOHAMA, British bark, 477, Optum Examinas, 10th Dec.—Stonewater Island—Chinese Customs.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Japan	Calcutta	December 30th	D. Sassoon, Sons & Co.
Bormida	Genoa	December 31st	Carlson & Co.
Albany	Vancouver	January 1st	Adamson, Bell & Co.
Glenagles	New York	January 2nd	Jardine, Matheson & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peshawur	P. & O. S. N. Co.	Jan. 2nd, at noon.
London, via Suez Canal	Sarpedon	Butterfield & Swire	December 30th.
London, via Suez Canal	Opapak	Arnold, Karberg & Co.	January 2nd.
London, via Suez Canal	Glenartney	Jardine, Matheson & Co.	To-morrow, at noon.
Marseilles, via Saigon, &c.	Caledonia	Messageries Maritimes.	Jan. 9th, at noon.
Marseilles	Bayern	A. R. Marty	About Dec. 28th.
Bremen, & Ports of Call.	Bayern	Melchers & Co.	Jan. 20th, at 10 a.m.
Genoa, via Hongkong, &c.	Daphne	Siemens & Co.	About Dec. 29, noon.
Havre and Hamburg, &c.	Lennox	Adamson, Bell & Co.	Quick despatch.
New York	City of Sydney	Pacific Mail S. S. Co.	To-morrow, at 1 p.m.
San Francisco, via Yama	Oceanic	O. & O. S. S. Co.	Jan. 8th, at 1 p.m.
Vancouver, B.C., via K. & C.	Abyssinia	Adamson, Bell & Co.	Jan. 10th, at 3 p.m.
Port Darwin, &c.	Chinghi	Butterfield & Swire	To-morrow, at 4 p.m.
Sourabaya, via Spore, &c.	Nerbudda	Jardine, Matheson & Co.	About Dec. 31st.
Sandakan, Kudat, &c.	Mennon	Butterfield & Swire	Jan. 1st, at 4 p.m.
Yokohama, via N'saki, &c.	Verona	P. & O. S. N. Co.	Jan. 4th, at noon.
Yokohama, Kobe, &c.	Thibet	Melchers & Co.	Jan. 11th, at noon.
Shanghai, via Amoy	General Wender	Butterfield & Swire	To-morrow, at 10 a.m.
Amoy and Shanghai	Diomed	Butterfield & Swire	To-morrow, at 4 p.m.
Manila, via Amoy	Zafira	Russell & Co.	To-morrow, daylight.
Coast Ports	Namoi	Douglas LaPrak & Co.	Dec. 30th, daylight.

Intimations.

W. POWELL & CO.

EX S.S. "PESHAWUR."
FURTHER SUPPLIESNEW GOODS
suitable for

CHRISTMAS PRESENTS.

Victoria Exchange, Hongkong, 18th December, 1888.

EPILEPSY **EPILEPSY**
Hysteria, Convulsions, Nervous Disorders
as reliably cured by the use of **LAROYENNE'S** Saline
Chemist of the Paris Academy of Medicine
This mode of treatment was experienced by Dr. F. J. B. at the central hospital (Hôtel Dieu) in the medical department of Dr. F. J. B. at the central hospital, member of the Academy (Hôtel Dieu), member of the Academy of Paris, and in the Institute of France. These eminent doctors have ascertained of the constant and periodical decrease of the fits, which are soon after radically cured. This preparation is combined with 881 Ammonia and 640 of Thyle. — Price of a bottle for France, 20 fr.
Depot in Paris: DUREL, 7, Boulevard Denain.
Depot in Hong-Kong: A. S. WATSON & CO.

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J. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,AND
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STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1889.

NOTICE.

JEVE'S SANITARY COMPOUNDS

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

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WATERBURY WATCHES,

the Handiest, Cheapest, and Best Time-keepers invented.

\$8 PRICE THREE DOLLARS, EACH \$8

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Realizables for Cost.

THE MITSUI BUSSAN KAISHA, (Sole Agents in Japan and China for the Sale of the above Watches) to QUEEN'S ROAD CENTRAL, Opposite Marine House.

Hongkong, 20th August, 1888.

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS, BURGUNDY, COGS, CHAMPAGNE, BRANDIES, WHISKIES, "EMPIRE" ALE AND STOUT.

MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS.

SINGER'S SEWING MACHINES, COOKING STOVES, SCALES, PAINTS, OILS AND VARNISH.

BICYCLES AND TRICYCLES, JUVENILE VELOCEPIDE, HORSES, and TRICYCLES.